

**CLAIM AMENDMENTS**

Claim 1. (cancelled)

Claim 2. (cancelled)

Claim 3. (cancelled)

Claim 4. (cancelled)

Claim 5. (cancelled)

Claim 6. (cancelled)

Claim 7. (cancelled)

Claim 8. (cancelled)

Claim 9. (cancelled)

Claim 10. (cancelled)

Claim 11. (cancelled)

Claim 12. (cancelled)

Claim 13. (cancelled)

Claim 14. (cancelled)

Claim 15. (cancelled)

Claim 16. (currently amended) A vehicle door inner panel comprising a front end wall (12), a rear end wall (13), a waist rail (15), and a reinforcement beam (20) fastened between said end walls for transmitting force from a first door pillar (33) to which the door is fastened to a second door pillar (34) situated behind said door in the event of a collision, characterised in that the reinforcement beam (20) is formed, at least in part, as a single hat profile (21), a front end of said reinforcement beam being connected to said front end wall (12), and a rear end of said reinforcement beam being connected to said rear end wall, the front end of said reinforcement beam being connected to said front end wall at a location on said front end wall above the location at which said rear end of said reinforcement beam is connected to said rear end wall such that the height of said reinforcement beam decreases continuously from the front end of said reinforcement beam to the rear end of said reinforcement beam, said inner panel adapted to be hung on the A-pillar (33) of the vehicle, the attachment end (21) of the reinforcement beam in the front end wall (12) of the inner panel overlapping the A-pillar when the door is fitted.

Claim 17. (previously presented) The vehicle door inner panel as claimed in Claim 16, characterised in that the single

hat profile (21) of said front end of said reinforcement beam (20) extends into a double hat profile (22) in a direction towards said rear end of said reinforcement beam (20).

Claim 18. (cancelled)

Claim 19. (cancelled)

Claim 20. (previously presented) The vehicle door inner panel as claimed in Claim 16, characterised in that the front end of said reinforcement beam (20) is directly connected to the front end wall (12), and the rear end of said reinforcement beam (20) is connected to the rear end wall (13) through a bracket (30).

Claim 21. (new) A vehicle door inner panel comprising a front end wall (12), a rear end wall (13), and a reinforcement beam (20) fastened between said front and rear end walls for transmitting force from a first door pillar (33) to which the door is fastened to a second door pillar (34) situated behind said door in the event of a collision, characterised in that the reinforcement beam (20) is formed from first and second portions merging together, said first portion formed as a single hat profile, and said second portion formed as a double hat profile; said single hat profile formed from a single open channel having first and second outer flanges extending, respectively, outwardly from opposed sides of said opened channel, said first and second

outer flanges also extending longitudinally along said reinforcement beam; said double hat profile formed from two opened channels, a common inner flange connecting adjacent inner sidewalls of said two open channels, and said first and second outer flanges extending outwardly from outer sides of said first and second opened channels, respectively.

Claim 22. (new) The vehicle door inner panel as claimed in Claim 21, wherein the height of said single hat profile forming said first portion of said reinforcement beam is greater than the height of said double hat profile forming said second portion of said reinforcement beam.

Claim 23. (new) The vehicle door inner panel as claimed in Claim 22, wherein the height of said double hat profile continuously decreases in a direction away from said first portion of said reinforcement beam defining said single hat profile.

Claim 24. (new) The vehicle door inner panel as claimed in Claim 21, wherein said first portion of said reinforcement beam (20) is mounted to said front end wall (12), and said second portion of said reinforcement beam is mounted to said rear end wall (13).

Claim 25. (new) The vehicle door inner panel as claimed in Claim 24, wherein said first portion of said reinforcement beam

is mounted to said front end wall above the midpoint of said front end wall, and said second portion of said reinforcement beam is mounted to said rear end wall below the midpoint of said rear end wall.

Claim 26. (new) The vehicle door inner panel as claimed in Claim 25, wherein said first portion of said reinforcement beam is mounted to said front end wall at least 10 mm. above the location at which said second portion of said reinforcement beam is mounted to said rear end wall.

Claim 27. (new) The vehicle door inner panel as claimed in Claim 25, wherein said first portion of said reinforcement beam is mounted to said front end wall at least 5 mm. above the location at which said second portion of said reinforcement beam is mounted to said rear end wall.

Claim 28. (new) The vehicle door inner panel as claimed in Claim 21, wherein the forward end of said first portion of said reinforcement beam (20) includes tabs (25, 26, 27) for mounting said forward end to said front end wall (12).

Claim 29. (new) The vehicle door inner panel as claimed in Claim 21, wherein said reinforcement beam (20) is mounted in said vehicle door inner panel such that said reinforcement beam continuously slopes downwardly and rearwardly in a direction between said front end wall (12) and said rear end wall (13).

Claim 30. (new) The vehicle door inner panel as claimed in Claim 21, wherein said inner panel is adapted to be hung on an A-pillar (33) of the vehicle, and the first portion of said reinforcement beam (20) mounted to said front end wall is attached to, or in close proximity to, an upper hinge (35) of said door inner panel.

Claim 31. (new) The vehicle door inner panel as claimed in Claim 30, wherein said second portion of said reinforcement beam (20) mounted to said rear end wall (13) is attached to said rear end wall of said inner panel in close proximity to a door lock.

Claim 32. (new) The vehicle door inner panel as claimed in Claim 21, wherein said first portion (21) of said reinforcement beam (20) merges into said second portion (22) of said reinforcement beam (20) through a transition region (23) including a protrusion which continuously increases in height in a direction towards said second portion of said reinforcement beam, the profile height of said reinforcement beam being continuously reduced in said transition region in a direction towards said second portion of said reinforcement beam.

Claim 33. (new) The vehicle door inner panel as claimed in Claim 32, wherein said transition region is longer than said first portion of said reinforcement beam.

Claim 34. (new) The vehicle door inner panel as claimed in Claim 32, wherein said second portion of said reinforcement beam is longer than the combined length of said first portion of said reinforcement beam and said transition region.

Claim 35. (new) The vehicle door inner panel as claimed in Claim 32, wherein said second portion of said reinforcement beam is longer than the said first portion of said reinforcement beam.